EARNINGS OF TWO SYSTEMS

Comparative Statements of the Business of the Big Four and the C. & O.

No More Passes to Be Issued by Western Railways for Influencing Shipments of Freight-World's Fair Rates.

Below is given the results of the operations of the systems of roads of which M. E. Ingalls is president for the month of February, and also for the first eight months of the fiscal year beginning with July 1, 1892:

1892. Decrease. Expenses.... \$961,899 \$1.106,496 \$144.597 Expenses.... 739,535 811,817 72,282 Expenses.... \$294,679 222,526 Net...... \$222,364 Charges 217,379 Surplus..... \$4,985 \$72,153 Since July 1. 1891-2 1890-1 *\$12,612 *496,498 Earnings \$9,964,779 \$9,952,167 6,993,448 Expenses.... 7,489,946 Net......\$2,474,833 \$2,958,719 \$483,886 Charges...... 1,762,440 1,814,266 51,817 Surplus..... \$712,384 \$1,144,453 \$432,069

*Increase. The statement of the Chesapeake & Ohio railroad for February shows: Gross, \$766,-822; increase, \$5.219; net, \$231,842; increase, \$56,865. Since Jan. 1: Grose, \$6,894,786; increase, \$60,077; net, \$2,288,533; increase, \$525,-773. It is well understood how unfavorable were the conditions under which the Big Four was operated in February, and which caused the unfavorable exhibit. That of the Chesapeake & Ohio, however, is one of the most favorable made by either of the trunk lines for February. In the case of the C. & O. comparison is made only with the first two months of 1892, the fiscal year with the C. & O. beginning Jan. 1.

Will Issue No More Passes. At the meeting of presidents held in Chieago last week it was decided to enforce strictly the rule of the Western Passenger | 1892. and Western Freight Associations regarding the issuance of passes for the purpose of influencing traffic of any sort. The new order was issued several days ago to the general freight and passenger agents, and instructions went with it that the roads should on April 1 promptly shut down on the granting of new passes. No new free transportation of any sort will be granted during the remainder of the current sear. The presidents will meet on Tuesday next in the office of Chairman Caldwell for the purpose of finally settling world's fair rates. The clerks will meet on the day following. It is now about deter-mined that the rates will be 22/10 cents per mile. For excursions the roads may make their own rules, but no sleepers will be attached to excursion trains and no baggage will be allowed beyond what passengers

Changes on the Chicago & Alton. A dispatch from Bloomington, Ill., eave: An evening paper here this evening published a report that at a secret meeting of the board of directors of the Chicago & Alton Railroad Company, held yesterday afternoon in Chicago, the resignation of C. H. Chanpell, general manager of that road, was requested, to take effect on April 15, and the report further says that A. M. Richards, of this city, superintendent of the Chicago division of the same road, has been tendered Mr. Chappell's place. Innuiry was made at the offices of the road In this city for a confirmation of the report, but the only information received was the fact that Mr. Richards departed on an early train this morning for Chicago. Those in anthority here said that the report was news to them, and they could neither confirm nor deny the report.

Personal, Local and General Notes. The report of further changes in the Big Four official roster, there is good authority for saying, Joseph Dunn has been appointed agent of the Peoria & Eastern at Mackinaw, Ill., vice W. E.

J. E. Cavanaugh, car service agent of the Big Four, returned last evening from St. Paul, bringing with him his family. D. B. Earheart, passenger conductor on the Big Four, is again on the sick list, and his illness

is assuming a chronic character. The Chicago & Eastern Illinois earned in the third week of March \$90,400, an increase over the corresponding week of 1892 of \$4,100. D. H. Green, general Western passenger agent of the Chicago & Great Western road, has tenflered his resignation, to take effect April 1.

Charles Tappan, formerly general manager of the Nickel-plate fast freight line, now general utility man of the New York Central, is in the

It is stated officially that, under its spring time table changes, the Monon will put on a morning train out of here, and a 1 P. M. train out of Chi-

J. C. Riley, who retires from the agency of the Cincinnati, Hamilton & Dayton at Lima to-morrow, has taken a more lucrative position with the Manhatten Oil Company.

The Columbian Hotel and Baggage Transfer Company, of Chicago, has appointed I. D. Baldwin, district passenger agent of the Monon, manager of its business for Indiana. Charles Neilson, general superintendent of the Cincinnati, Hamilton & Dayton, goes to Pullman to-day with the diagram for the new dining cars

which are to be put on to run over the C., H. & The Pennsylvania's Golden Gate special passed through the city yesterday. It was composed of five elegant vestibuled Pullman cars and an observation car on the rear. It is a very elegant

C. O. Wheeler, present general manager of the Guif, Colorado & Santa Fe railroad, says he will retire April 17 and be succeeded by B. F. Yoa-kum, formerly receiver and general manager of the San Antonio & Aransas Pass railroad.

George B. Turner, commercial agent of the Cleveland, Lorain & Wheeling at Wheeling, has resigned, and is succeeded by A. P. Oxtoby, with the title of general agent and with jurisdiction extending throughout Ohio river territory.

Friends of J. Q. Van Winkle in St. Louis, yes-terday, sent him a very complete equipment for his official desk. It included every article nec-essary in the line intended, and they are made from silver and cut glass of elegant design.

John Chesborough, general passenger agent of the Vandalia, will be in the city to-day. Yester-day he made a trip over the Center Point branch, which is developing a passenger business far be-youd the expectations of the management of the road.

General agent Rodney, of the Vandatia, has notified General Manager Williams that something must be done to give more room for hand-ling the local business of the road at Indianapolis, which in tonnage is far exceeding any form-

F. S. Foote, who has for three years been assistant general attorney of the Lake Erie & Western, presented his resignation yesterday, to take effect April 15. Mr. Foote has arranged to take an interest in an established law firm in

General Passenger Agent Townsend, of the Missouri Pacific, has published an artistic and interesting compilation of facts in the history of Hot Springs, tracing their discovery back to the time when De Soto crossed the Mississippi and penetrated the wilds of the West.

D. T. Bacon, general manager of the Indiana Car-service Association, and his force of clerks, will to-morrow move into the Union Station, taking the rooms on the second floor formerly occupied by A. G. Wells, ex-s perintendent of the St. Louis division of the Big Four.

The Illinois Central is having a lively time to prevent a further blockade of freights at Chicago shutting off business. Three days helped matters some, but the Big Four had between five and six hundred loaded cars to turn over to the Central as soon as it opened for business. Capt. E. T. Clapp, statistical expert of the Big Four, will sever his connection with the road to-day, and goes with General Manager Ramsey,

"MOTHER'S : FRIEND":

is a scientifically prepared Liniment and harmless; every ingredient is of recognized value and in constant use by the medical profession. It short-ens Labor, Lessens Pain, Diminishes Danger to life of Mother and Child. Book "To Mothers" mailed free, containing valuable information and voluntary testimonials.

Sent by express, charges prepaid, on receipt of price, \$1.50 per bottle. RADFIELD REGULATOR CO., Atlanta, Ga.

Bold by all druggists.

of the St. Louis Terminal Company. The few months Mr. Clapp has been in the city he has made many warm personal friends, who regret his departure.

The growth of the northeastern part lof the city is well illustrated in the increase of receipts from the sales of tickets at the Massachusettsavenue Station. In 1888, one of the first years which the sales were considered large, they reached a little over \$33,000; in 1892 they were a little over \$71,000.

ey line) is surprising its friends in its earning exhibit. The third week of March the road earned \$37,668, an increase over the corresponding week of 1892 of \$7,841. Since Jan. 1 the road has earned \$414.239, an increase over last year, same period, of \$164,352.

The Louisville, Evansville & St. Louis (a Mack-

The Vandalia will on Monday next resume work on the T. H. & I. division, cutting down grades, a work begun last year. A steam shovel will be put at work with a construction train, at Seeleyville, and the cutting down of the grade at Formosa will also be begun, which, it is expected, will take three years to complete.

J. T. Wann, who was for many years auditor of the Bee-line, but the last few years auditor of the N. Y., P. & O. division of the Erie lines, has resigned to take the position of cashier of the new Cuyahoga Bank, at Cleveland, O. Mr. Wann has made an excellent record as auditor of the lines with which he has been connected, and is personally very popular.

F. G. Darlington, superintendent of the Indi-anapolis division of the Pennsylvania lines, and M. W. Mansfield, superintendent of the Indian-apolis & Vincennes, returned from Pittsburg yes-terday. At the meeting of the general superin tendent and his division lieutenants the spring time table was fully discussed and May 1 fixed as the date for its taking effect.

In its preparation to handle the world's fair business the Illinois Central has added to its passenger equipment three hundred cars, one bundred of which are regular coaches, one hundred cars which can be used in the suburban service, and one hundred can readily be converted from passenger cars to refrigerator cars, the trucks being of a very heavy pattern.

C. W. Fairbanks says it is a mistake to include him as one of the persons interested financially in the projected Fort Wayne & Indianapolis road. He says those who are interested ap-proached him about the matter, and he stated to them that, without question, if the road were built the city of Indianepolis would do what was right in the way of giving a right of way to reach the Union tracks, if nothing more.

The growth of passenger business at way stations on the Indianapolis division of the Cincinnati, Hamilton & Dayton the last two years has been remarkable at such stations as Rushville. Connersville and Liberty, each year showing an increase of 10 to 15 per cent. in receipts from sales of tickets over the preceding year, and while travel has been dull this year thus far, an increase is shown over the first three months of

Freight men say that the Eastern agreement of the trunk lines, to divide east-bound traffic reaching Buffalo and Erie by lake, is the strongest instrument ever perfected between the roads. The tramp lines will be controlled by refusing to handle their business except at agreed tariff rates. The percentage of each road is to be maintained by a division of business. The maintenance of rates by the lake and rail lines insures better rates to the all rail lines doing business between the West and Eastern seaboard points. The members of the Western Passenger Association were in session at Chicago, yesterday, and continued the revision of the association agreement. The Alton road strongly objects to being considered as an obstructionist, as some of the other roads were rather disposed to consider it, and declares that it has always been on the side of the majority since the revision of the agreement was commenced, so that if it is to be considered in the light of an obstructionist the majority of the roads in the association are to be placed in the same ontegory.

V. T. Malott, who mingles a good deal with ratiroad officials high in position, says there is no question with them that the volume of traffic this year will be measured only by the capacity of the railroads to handle it, and the officials are awakening to the folly of cutting rates for slight causes, and often no cause at all, as was the case in the Chicago and Ohio-river Traffic Association. The poor results of operations of railways in 1892 and thus far this year have alarmed keen business men and railway officials who are at the head of these great transportation lines, and they see more clearly than ever before that persistence in this policy will mevitably lead to the bankrupicy of many of the properties; hence the men who have been largely responsible for the rate wars are now the most eager to effect a

Ever since the Empire State express train has been running to Buffalo over the New York Central & Hudson River railroad from New York there has been a desire on the part of some porsons interested to have a somewhat similar fast train to run clear through to Chicago. The matter came up for discussion at a meeting of the presidents of the Vanderbilt roads yesterday and t was decided to begin such a train service on April 30. There were present at the meeting Cornelius Vanderbilt, W. K. Vanderbilt, Chaun-cey Depew, William Bliss, Mr. Newell. Mr. Led-yard, Mr. Ingalls, Mr. Layng, Mr. H. J. Hayden and Mr. H. W. Webb. The train is to leave the Grand Central depot every day at 3 P. M., and arrive in Chicago at 10 o'clock the following morning.

ENCAMPMENT FUND.

Workingmen Respond Loyally to the Call-Subscriptions Reported Yesterday.

There was no cessation yesterday in the good work of securing subscriptions to complete the \$150,000 required for the Grand Army encampment fund. The members of the Commercial Club engaged in it had lost none of their snap and energy after three days' canvass. Wherever it was thought possible to get a subscription they went after it, with success. It seemed to them that it was only to ask to receive. and more that the giving became infectious, as wage earners came in with heir small but loyal offerings.

P. B. Raymond, superintendent of the Indianapolis veneer works, had an experience in his soliciting that shows the people are aroused, and that with a continuation of such liberality the additional \$50,000 will be speedily pledged. Mr. Raymond thought he would confine his solicitations to those at the works receiving more than the average salary and wages. He expected to fill one book, and did, but he came back to the Commercial Club for two more. All the employes heard what he was about, and promptly came forward, requesting to be repsesented in the subscriptions. They run from \$1 upward, and in the list were the pledges of boys getting only 60 cents a day, who asked to be put down for \$1 each. When the final additions are made on the \$50,000 is will be found no class of liberal and loyal citizens is missing. Another gratifying evidence of the progress of the canvass yesterday was that the lists were larger than usual, the subscribers being:

Subscriptions taken by William H. Armstrong: Charles C. Kistner, \$10; A. Haywood, \$2; Miss B. Samuels, \$2; J. E. Marott, \$2; McKenzie & Frey, \$5; cash. \$1; John Fossati, \$8; Berthold Cahn, \$6; William Emden, \$6; John G. Cusack, \$3; J. A. Papadapoulos, \$10; Kahn Brothers, \$5; Sullivan & Foram, \$5; E. L. Leonard, \$5; Connor Hardware Company, \$10; A. H. Seilars, \$5; Grand Hotel barber shop, \$6; Mindelle-Weaver Printing Company, \$5; W. M. Herriott, \$10; F. C. Potter, \$5.

Printing Company, \$5; W. M. Herriott, \$10; F. C. Potter, \$5.

Subscriptions of employes of Adams & Williamson veneer works, taken by P. B. Raymond; P. B. Raymond, \$5; E. Hicks, \$1; N. A. Johnson, \$1; J. Kyler, \$1; V. Killie, \$1; Charles W. Keller, \$1; Ellsworth Johnson, \$1; Henry Kreinbaum, \$1; Henry Stout, \$1; F. J. Milholland, \$1; John N. Baker, \$1; Tony Kreienbaum, \$1; Frank Eberle, \$1; E. H. Kessier, \$1; H. W. Swhear, \$1; J. E. Jones, \$1; Frank B. Long, \$1; H. Thearmann, \$1; T. C. Hurley, \$1; I. N. Lake, \$1; J. E. Norris, \$1; Henry Thiening, \$1; Jacob Becker, \$1; Frank Bergen, \$1; Otto Doenges, \$1; F. Koebbe, \$1; William Koebbe, \$1; E. O. Ruhl, \$1; Ed Duckworth, \$1; Warren Lemmon, \$1; Harry W. Raymond, \$1; Daniel Dodge, \$1; Bert Sherril, \$1; Charles Norris, \$1; John Oswald, \$1; Harry Davis, \$1; Worley Shugert, \$1; John W. Ellis, \$1; Frank Oswald, \$1; John Laker, \$1; George McDougail, \$1; F. Shaw, \$1; Lawrence Cobler, \$1; R. Aligire, \$1; Mark Vinson, \$1; Thomas N. Morris, \$1; Ed Stamph, \$1; Charles Gates, \$1; Raymond Crook, \$1; W. McAuley, \$1; G. Sandermann, \$1; W. R. King, \$1; M. Vanarsdal, 50 cents; Ira Fisher, 50 cents; Drew Black, 50 cents; M. Korney, 50 cents; B. F. Mesker, \$1; Adams & Williamson, \$20.

Taken by Joseph P. Pope: Theodore Hammell, \$1; Cornet Brothers, \$5; M. W. Juday, \$1; C. Taken by Edward Gilbert: W. W. Richardson, \$2; W. Vonderswood and F. Seaton, \$5. Taken by Charles W. Smith: Charles W. Smith,

Taken by Charles W. Smith: Charles W. Smith, \$50; John S. Duncan, \$50.

Subscriptions taken by L. A. Budenz, of the Foster-lennett Lumber Company: L. A. Budenz, \$10. J. A. Isgrigg & Co., \$10; John H. Jenkins, \$5; J. C. Standiford, \$5; William F. Hubbard, \$2; Robert S. Foster, jr., \$2; P. M. Gates, \$2; I. J. Conarroe, \$2; John Jacobs, \$2; Lew Pace, \$1; Edward Bogardus, \$1; J. A. Huegelie, \$1, G. W. Winter, \$1; T. B. Hornaday, \$1; Ramson Petty, \$1; Henry South, \$1; C. S. Nicholas, \$1; G. A. G. Chappeil, \$1; T. B. Kemper, \$1. Subscriptions taken by H. Bamberger: C. G. S. Liebert, \$5; New York Hat Company, \$10; C. C. Everts, \$2; J. Foppiano \$1; Fred Riebel, \$5; Joseph T. Elliott, \$10; Paul F. Schmidt, \$5; L. H. Jones, \$10; L. A. Hulsman \$2.

Subscriptions taken by J. F. Burt: J. F. Burt, \$25; C. A. White, \$1; W. C. Davisson, \$5; Ressia A. Smith, \$1.

Subscriptions taken by Gen. James R. Carna-han: James R. Carnahan, \$25; J. H. Slater, \$10; Charles J. Many, \$5; Frank Bowers, \$5; Maurice H. Raschig, \$5; Jos. S. Jenekes, \$50; Mrs. Mary L. Jenekes, \$5; W. A. Ketcham, \$50; Isaac

Wright, \$10: G. A. Schnuil, \$50; E. E. Griffith, \$5: Alexander Johnson, \$5; George P. Cost, \$5. The solicitors reporting \$50 or more were T. B. Raymond, W. A. Ketcham, W. H. Armstrong, C. W. Smith, L. A. Budenz, H. Bamberger, Rev. Joseph S. Jenckes, D. D., G. A. Schnull and Gen. James R. Carnahan. Mr. Raymond turned in pledges amounting to \$82. W. H. Armstrong \$111. C. W. Smith \$100 and Dr. Jenckes \$55. With Mr. Smith's subscription of \$50 was that of John S. Duncan for the same amount, beth gentlemen stating that they would increase their respective pledges to \$100 if necessary. Dr. Jenckes and wife made up the subscription on his book. the subscription on his book.

No reports have been received from the committees on special interests, but they are at work, with every hope of succeeding in obtaining the subscriptions counted on.

Bishop Chatard's Contribution. Col. Lilly last evening received from Bishop Chatard a letter reading: "Understanding that you are busy at this time collecting funds to entertain the guests of the city of Indianapolis, at the meeting of the Grand Army of the Republic. and, desirous to help our citizens do so in a fitting manner, I beg to inclose this check for \$50."

IN IANA FAIRS

Dates and Places of Holding Them During the i' esent Se son.

The secretary of the State Board of Agriculture, Charles F. Kennedy, has completed his list of dates for the various fairs in indiana, as follows:

in Indiana, as follows:

Sept. 18 to 23-Indiana State fair; Indianapolis;
Charles F. Kennedy, sec.

Aug. 7 to 11-Tipton County Fair Company; Tipton;
W. R. Oglesbay, sec.

Aug. 8 to 11-Wayne County Fair Association; Hagerstown; J. F. Hartley, sec.

Aug. 8 to 11-Henry, Madison and Delaware Agricultural Society; Middletown; F. B. Miller, sec.

Aug. 8 to 11-Jennings County Joint Stock Agricultural Association; North Vernon; Wm.G. Norris, sec.

Aug. 7 to 11-Bridgeton Union Agricultural Society;
Bridgeton; F. M. Miller, sec.

Aug. 14 to 18-Delaware Agricultural and Mechanica; Muncie; M. S. Claypo a sec.

Aug. 21 to 25-Dakland City; W. C. Miller, sec.

Aug. 21 to 25-Hancock County Agricultural Society; Greenfield; Marion Steele, sec.

Aug. 21 to 25-Parke County Agricultural Association: Rockville; J. E. Alien, sec.

Aug. 22 to 25-Washington County Fair Association; Salem; E. W. Menall, sec.

Aug. 21 to 26-Daviess County fair; Washington; W. F. Axtell, sec.

F. Axtell, sec. Aug. 28 to Sept. 1—Clark County Central Agricultural Association; Charlestown; L. C. Morrisom, sec. Aug 29 to Sept. 1-Switzerland and Ohio Agricultural Society; East Enter Fise; W. H. Madison, sec. Aug. 29 to Sept. 2—Johnson County Agricultural As-sociation; Franklin; W. S. Young, sec. Aug. 28 to Sept. 2-Clinton County Agricultural So-

ciety; Frankfort; Joseph Hevlam, sec. Aug. 29 to Sept. 2—Decatar County Agricultural Society; Greens urg; Ed Kessing, sec. Aug. 29 to Sept. 2—Randolph Union Agricultural Society; Winchester; D. E. Haufman, sec. Aug. 28 to Sept. 2—Harrison county fair; Corydon; D. F. Hurst, sec.

Aug. 28 to Sept. 2—Clark County Agricultural Associatio; Charlestown; J. M. McMillan, sec. Aug. 29 to Sept. 2—Grange Jubilee and Agricultural
Association; Wirt Station; T. H. Watington, sec.
Sept. 5 to 9—Shelby County Joint Stock Association;
Shelbyville; E. E. Stroup, sec.
Sept. 4 to 8—Benton and Warren Agricultural Asso-

ciation; Boswell; W. H. McKnight, sec.
Sept. 4 to 9—Spencer County Agricultural and Industrial Society; Chrisney; P. C. Jolly, sec.
Sept. 4 to 8—Tippecanoe County Agricultural Association; Lafayette; A. Wallace, sec.
Sept. 12 to 15—Rush County Agricultural Society; Rushville; J. Q. Thomas, sec. Sept. 11 to 15—Montgomery Union Agricultural So-ciety; Crawfordsville; W. W. Morgan, sec. Sept. 12 to 15-Newton County Agricultural Association; Morocco; G. W. Royster, s. c. Sept. 11 to 16—Gibson County Fair Association; Princeton; S. Vet. Strain, sec.

Sept. 12 to 15-Washington County Fair Association; Pekin; R. E. elrod, sec. Sept. 19 to 22—Wabish County Fair Association; Wabash; G. B. Fawley, sec. Sept. 18 to 23-Perry Agricultural and Mechanical Association; Rome; W. Wneeler, sec. Sept. 18 to 23-Spencer County Fair Association; Rockport; A. D. Gardinghouse, sec. Sept. 18 to 23—Greene County Central fair; Bloom-neld; T. T. Pringle, sec. Sept. 19 to 22 - Marshall County Agricultural and Industrial Asso't'n; Plymouth: A. M. Stevens, s.c. Sept 19 to 22-Porter County Agricultural Society; Valparaiso: E. S. Beach, sec.

Sept. 19 to 22-Steuben County Agricultural Association; Angola; H. L. H. st n. sec.
Sept. 26 to 30—Monroe county Agricultural Association; Bloomington; C. R. Worrall, sec Sept. 27 to 29-Bremen Agricultural Society; Bremen: L. L. D. Lesler, sec Sept. 2 . to 23-Eastern Indiana Agricultural Associatiou; Kendal ville; J. S. Conrogue, sec. Sept. 26 to 29—Tri-County Agricultural Society;
North Manchester; D. W. Chrisner, sec.
Sept. 25 to 29—Jay Co nty Agricultural and Joint
Stock Company; Portland; G. W. Burgman, sec.
Sept. 25 to 29—Jasper County Fair Association; Seynour; C. A. Saltmarsh, sec.
Sept. 25 to 29—Vermillion County Fair Association;
Cayunga, J. S. Crandyka sec. Cayuga; J. S. Grondyke, sec. Sept. 25 to 30—Spencer County Fair Association; Rockport; C. M. Partridge, sec. Oct. 4 to 7—Whitley County Joint Association; Columbia City; F. J. Heller, sec. Oct. 3 to 6—Maxinkuckee Agricultural Association; Culver Park; E. S. Freeze, sec.

Oct. 3 to 7-Vermillion County Joint Stock Association; Newport; J. Richardson, sec. Oct. 3 to 6-Marshall County Agricultural and In-dustrial Associat'n; Plymouth; S. N. Stephens, sec. Oct. 9 to 14-Knox County Agricultural and Me-chanical Society; Vincennes; J. W. Ellison, sec. As staple as sugar, and equally if not more useful is Dr. Bull's Cough Syrup.

Speaking of Burke, New York Evening Post. It cannot be supposed that the appointment of such persons helps the Democratic party in Indiana. On the contrary it damages the party there and everywhere else.

The First Buci: Of the Home Brewing Company on tap to-



Is a positive cure for all those painful Ailments of Women.

It will entirely cure the worst forms of Female Complaints, all Ovarian troubles, Inflammation and Ulceration, Falling and Displacements, of the Womb, and consequent Spinal Weakness, and is peculiarly adapted to the Change of Life. Every time it will cure

Backache. It has cured more cases of Leucorrhoea than any remedy the world has
ever known. It is almost infallible in
such cases. It dissolves and expels
Tumors from the Uterus in an early
stage of development, and checks any
tendency to cancerous humors. That

Bearing-down Feeling causing pain, weight, and backache, is instantly relieved and permanently cured by its use. Under all circumstances it acts in harmony with the laws that govern the female system, and is as harmless as water. It removes

Irregularity, Suppressed or Painful Menstruations, Weakness of the Stomach, Indigestion, Bloating, Flooding, Nervous Prostra-tion, Headache, General Debility. Also

Dizziness, Faintness, Extreme Lassitude, "don't care" and "want to be left alone" feeling, excitability, irritability, nervousness, sleep-lessness, flatulency, melancholy, or the "blues," and backache. These are sure indications of Female Weakness, some derangement of the Uterus, or

Womb Troubles. The whole story, however, is told in an illustrated book entitled "Guide to Health," by Mrs. Pinkham. It contains over 90 pages of most important information, which every woman, married or single, should know about herself. Send 2 two-cent stamps for it. For

Kidney Complaints
and Backache of either sex the Vegetable Compound is unequaled.

All druggists sell the Vegetable Compound, or sent by mail, in form of Pills or Lozenges, en receipt of \$1.00.

By mail, or of druggists.

You can address in strictest confidence,

LYDIA E. PINKHAM MED. CO., Lyun, Mass.

Scott's Emulsion

of COD-LIVER OIL, with hypophosphites of lime and soda, is a universal Spring nourishment. It makes the weak strong, and preserves strength in those fortunate enough to possess it. Consumptives, and all whose lungs are weak, can not well get along without it. Thin persons need the flesh it supplies. Those whose blood is impoverished, either by chronic ailments or by the strain of Winter, and children whose energy is sapped by growth, ought to take SCOTT'S EMULSION. In fact, almost everybody needs in the Spring the ready nourishment it furnishes.

The reason for this universal benefit of SCOTT'S EMULSION is in the nature of the preparation. It is a food rich in fat, and is in such a form that the system can utilize its properties without effort. All fat has to be emulsified, or broken up into tiny particles, before it can be assimilated. The fat in SCOTT'S EMULSION is already emulsified, and the oil is made palatable. It is therefore an easy food, and can be taken by persons with weak stomachs. Physicians, the world over, endorse it.

PREPARED BY SCOTT & BOWNE, N. Y. DRUGGISTS SELL IT.



Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the NONE SUCH brand.

MERRELL & SOUTH F. Kurncuse, N. V.

TWENTY YEARS THE LEADER!!! Coughs, Pleurisy, Rheumatism, Sciatica, Lumbago Back-Ache, and all External Aliments removed quickly by

BENSON'S which is the only POROUS PLASTER that contains powerful and curative modern ingredients YET ABSOLUTELY SAFE and

POSITIVE in its action.
Benson's Plasters Prevent Pueumonia. It does not cure chronic ailments in a minute, nor does it create an electric battery or current in the system, nor will it cure by merely reading the label, all such claims are made by quacks and humbugs. BENSON'S is endorsed by 5,000 Physicians and Druggists. CAUTION-Don't be duped by unscrupulous Drug-gists who offer cheap trash which they claim is just as good or better than BENSON'S. Get the Genuine, always reliable. Keep them at home for emergencies.



W. L. DOUCLAS \$3 SHOE NOT RIP.

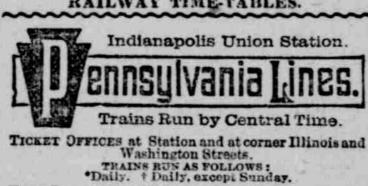
Do you wear them? When next in need try a pair, they will give you more comfort and service for the money than any other make. Best in the world.



W. L. Daugias Shoes are made in all the Latest Styles.

If you want a fine DRESS SHOE don't pay \$6 to \$8, try my \$3.50, \$4 or \$5 Shoe. They will fit equal to custom made and look and wear as well. If you wish to economize in your footwear, you can do so by purchasing W. L. Douglas Shoes. My name and price is stamped on the bottom, look for It when you buy. Take no substitute. I send shoes by mail upon receipt of price, postage free, when Shoe Dealers cannot supply you. W. L. DOUGLAS, Brockton, Mass. Sold by F. E. BROWN, 156 East Washington st.; G. A. NEERMAN & CO., 273 Mass, ave.; A. HAAG & SON, 164 Indiana ave.; FRED SCHRADER, 65 W. Washington: MRS, N. HORUFF, 188 Virginia ave.; LOUIS ALDAG, 679 East Washington street.

RAILWAY TIME-TABLES.



FROM INDIANAPOLIS TO LEAVE Columbus, Ind.. and Louisville. *3:40 am Philadelphia and New York... *5:00 am Baltimore and Washington.... *5:00 am

Baltimore and Washington ... *5:00 am
Dayton and Springdeld ... *5:00 am
Martinsville and Vincennes ... *8:00 am
Madison and Louisville ... *8:05 am
Richmond and Columbus, O ... *8:00 am
Logan-sport and Chida to ... *11:20 am
Dayton and Columbus ... *11:45 am
Philadelphia and New York ... *3:00 pm
Baltimore and Washington ... *3:00 pm
Dayton and Springdeld ... *3:00 pm
Knightstown and Richmond ... *4:00 pm
Columbus, Ind., and Louisville *4:00 pm
Columbus, Ind., and Madison ... *4:30 pm
Pittsburg and East ... *5:30 pm

VANDALIA LINES TO ST. LOUIS AND THE WEST. From Indianapolis Union Station. Trains leave for St. Louis, 8:10 am., 12:10 pm 10:45 am, 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper

on 11:00 pm train. Greencastle and Terre Haute Accommodation leaves 4:00 pm.
Arrive from St. Louis 3:30 am, 4:50 am, 2:50 pm, 5:20 pm, 7:45 pm. Terre Haute and Greencastle Accommodation Sleeping and Parlor Cars are run on through trains.

MONON ROUND The Vestibuled

PULLMAN CAR LINE

p. m. dat y. TICKET OFFICES-No. 26 South Illinois stree and at Union Station.

The Weekly Journal, \$1 Per Annum

Notice of Change of Precinct Boundaries in the Town of West Indianapolis, Marion county, State of Indiana.

A ries in the Town of West Indianapolis, Marion county. State of Indiana.

Notice is hereby given that at a regular called meeting of the Board of Trustees of the Town of West Indianapolis, Marion county, State of Indiana, held at the regular place of meeting in said Town, on the 29th day of March, 1893, the boundaries of the several voting precincts in said Town were fixed by the fellowing ordinance, passed at said meeting, which ordinance is as follows, to-wit:

An ordinance dividing the Town of West Indianapolis, Marion county, State of Indiana, into seven voting precincts, and fixing the boundaries thereof and declaring an emergency.

SECTION 1. Be it ordained by the Board of Trustees of the Town of West Indianapolis, Marion county. State of Indiana, that said Town be and the same is hereby divided into seven voting precincts, described as follows, to-wit:

First Precinct—All that part of said town bounded as follows shall constitute the First precinct, to-wit: Beginning at the west end of the bridge over White river in the center of River avenue, thence running southwest in the center of River avenue to the center of Cottage avenue, thence in thecenter of Cottage avenue, thence in thecenter of Oliver avenue, thence west in the center of Oliver avenue, thence west in the center of Oliver avenue to the west line of the Belt railroad tracks, thence north with the west line of the Belt railroad tracks, to the corporation line of sail town, thence east with a decrease of the corporation line of white river thence south

to the corporation line of said town, thence east with s id corporation line to White river, thence south with the meanderings of White river to the center of River avenue, the place of beginning.

Second Precinct—All that part of said town bounded as follows shall constitute the Second precinct, towit: Beginning at the west end of the bridge over White river in the center of River avenue, thence running southwest in the center of River avenue to Cottage avenue, thence west in the center of Cottage avenue to Marion avenue, thence north in the center of Marion avenue to Oliver avenue, thence west in the center of Oliver avenue to the west line of the Belt railroad tracks, thence south on the west line of the Belt railroad tracks to Woodburn avenue, thence east in the center of Woodburn avenue to the center of the Indianapolis & Vincennes railroad tracks, thence northeast on the center of the Indianapolis & Vincennes railroad tracks to White river, thence north with the meanderings of White river to the place of beginning.

Third Precinct—All that part of said town bounded as follows shall constitute the Third precinct, to-wit: Beginning at the west bank of White river in the center line of the Indianapolis & Vincennes railroad

tracks, thence running west along the center line of said tracks to the center fine of Woodburn avenue, thence running west along the center line of Wood-burn avenue to the west line of the Belt railroad tracks, thence south along the west line of the Belt railroad tracks to the center line of Morris street, thence east along the center line of Morris street to the west bank of white river, thence north along the west bank of White river to the center line of the Indianapolis & Vincennes railroad tracks, the place of beginning.

Fourth Precin t—All that part of said town bounded as follows shall constitute the Fourth precinct, towit: Commencing on the west bank of White river in the center line of Morris street, thence running west on the center line of Morris street to the west nine of the Beit railroad tracks, thence southeast along the west and south line of the Belt railroad tracks to the west bank of White river, thence north with the meanderings of the west bank of White river to the center line of Morris street, the place of

Fifth Precinct—All that part of said town bound at as follows shall constitute the Firth precinct, to-wit: Commencing at the intersection of the west line of the Belt railroad tracks with the center line of Howard street, thence west along the center line of Howard street to the center line of Belmont avenue, thence south along the center line of Belmont avenue to the corporation line of said town on the south thence east, south and north with the said corpora-tion line to the south line of the Belt railroad tracks, thence northwest with the south line of the Belt railroad tracks to Howard street, the place of be-

Sixth Precinct—All that part of said town bounded as follows shall constitute the Sixth precinct, to-wit: Beginning at the intersection of the west line of the Belt railroad tracks with the center line of Howard street, thence west along the center line of Howard street to the center line of McLain street, thence north along the center line of McLain street to the center line of Morris street, thence west along the center line of Morris street to the center line of Bei ment avenue, thence north in the center line of Belmont avenue to the north corporation line of said town, thence east on said north corporation line to the west line of the Belt railroad tracks, thence south with the west line of said Belt railroad tracks to the center line of Howard street, the place of beginning.
Seventh Precinct—All that part of said town bounded as follows shall constitute the Seventh precinct, to-wit: Beginning at the intersection of the center line of Howard street with the center line of McLain street, thence running west along the center line of Howard street to the center line of Belmont avenue. thence south along the center line of Belmont avenue to the south line of Miller street, thence west along the south line of Miller street to the west corporation line of said town, thence north and east with and line of said town, thence north and east with and along the corporation line of said town to the center line of Belmont avenue, thence south along the center line of Belmont avenue to the center line of Morris street, thence east along the center line of Morris street to the center line of McLain street, thence south along the center line of McLain street to the center line of Howard street, the place of beginning

SEC. 2. Whereas, an emergency exists for the immediate taking effect of this ordinance, therefore the same shall be in force and effect from and after its By order of the Board of Trustees of West Indian-apolis, Marion county, State of Indiana. In witness whereof, I have hereunto set my hand and the seal of said town this, the 29th day of March,

HENRY C. FINCH, Town Clerk, West Indianapolis, Indiana NOTICE OF CHANGE OF VOTING PLACES

Notice of the Board of Trustees of the Town of West Indianapolis, Marion county, State of Indiana. Notice is hereby given that at a regular called meeting of the Board of Trustees of the Town of West Indianapolis, Marion county, State of Indiana, held at the regular place of meeting in said town, on the 29th day of March, 1893, the voting places in the several voting precincts of said town were fixed by the following ordinance, passed at said meeting, which or linance is as follows, to-wit:

An ordinance fixing the place of holding election in the several voting precincts in the Town of West Indianapolis, Marion county, State of Indiana, and declaring an emergency.

ciaring an emergency.

SECTION 1. Be it ordained by the Board of Trustees of the Town of West Indianapolis, Marion county, State of Indiana, that the following shall be the place of holding elections in the several voting precincts in said town, to-wit:
First Precinct—The voting place in the First precinct shall be at Gentry's feed barn, Ma-

Second Precinct—The voting place in the Second pre-cinct shall be at No. 54 Marion avenue.

Third Precinct—The voting place in the Third pre-cinct shall be at No. 250 River avenue.

Fourth Precinct—The voting place in the Fourth pre-cinct shall be at No. 581 West Morris

Street.

Fifth Precinct—The voting place in the Fifth precinct shall be at No. 161 Williams street, at James Tooley's residence.

Sixth Precinct—The voting place in the Sixth precinct shall be at No. 101 Reisner street, residence of Joseph H. Morton.

Seventh Precinct—The voting place in the Seventh precinct shall be at No. 46 Kappes street, residence of Silas J. Earl.

Sec. 2. Whereas, an emergency exists for the im-SEC. 2. Whereas, an emergency exists for the immediate taking effect of this ordinance, it shall therefore be in full force and effect from and after its

By order of the Board of Trustees of West Indianapois, Marion county, State of Indiana.

In witness whereof, I have hereunto set my hand and the seal of said town this, the 29th day of March, 1893.

HENRY C. FINCH, Town Clerk, [Seal.]

West Indianapolis, Indiana.

Notice to Stockholders. THE INDIANAPOLIS & NORTHEASTERN RAILROAD COMPANY.

Indianapolis, Ind., March 16, 1893. The annual meeting of the stockholders of the Indianapois & Northeastern Railroad Company will be held at the principal office of the company in the city of Indianapolis, Ind., on Thursday, the twenty-seventh (27th) day of April, 1893, for the election of directors, and the transaction of such other business as may be brought before the meeting.

By order of the Board of Directors.

W. E. HACKEDORN, Secretary.

Interest to Inventors

THE AMERICAN NEWSPAPER PUBLISHERS' ASSOCIATION, of which this paper is a member, has a standing offer of a gold medal, valued at \$50, to be awarded to any one who invents any mechanical device whereby the process of producing newspapers is cheapened, or that will be in any way a benefit to publishers.

For further particulars address the Secretary at the office, 206 POTTER BUILDING, New York.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS E. C. & CO., Magnificationers and CUT, BAND, and all other Belting, Emery Wheels and SAWS Will supplies.

Illinois treet, one square south SAWS Union Station.

BELTING and EMERY WHEELS, W. B. Barry Saw & Supply Co., 132 S. Penn. St. All kinds of Saws repaired.

MILL SUPPLIES AND OILS
Sawa, Belting, Emery Wheels, Files, Wood
and Iron Pulleys, Oil Cups and Greases, Hooding,
Telephone 1332. THE MILLER OIL C.). Nordyke & Marmon Co. [Estab. 1851.]



Founders and Machinists Mill and Elevator Builders, Indianapolia, Ind. Holler Mills, Mill-Gearing, Belting, Bolting-cioth, Grain-cleaning Machinery, Middlings purifiers, Portable Mills, etc., etc. Take street-care for stock-yards.

ABSTRACTS OF TITLES. THEODORE STEIN. Successor to Wm. C. Anderson.

ABSTRACTER OF TITLES 86 EAST MARKET STREET.

ELLIOTT & BUTLER. Hartford Block, 84 East Market Street. Abstracts of Titles.

ABSTRACT OFFICE.

WARWICK H. RIPLEY,

21 Thorpe Block.

ATTORNEY AT LAW. W P. FISHBACK. W. P. KAPPES. FISHBACK & KAPPES, ATTORNEYS AT LAW. Office-Coffin's Block, 9012 East Market street, Will practice in State and United States Courts.

THOMAS HANNA. Attorney at Law. OFFICE ROOMS: 5 and 6, 1812 N. Pennsylvania St.

PHYSICIANS. W. B. CLARKE, M. D., HOMEOPATHIC PHYSICIAN. Mansur Block, corner Washington and Alabama streets. Telephone 571.
Residence—188 Blackford street, near Military Park

DR. J. A. SUTCLIFFE, OFFICE-95 East Market street. Hours-9 to 10 t. m., 2 to 3 p. m. Sundays excepted. Telephone 941.

DR. ADOLPH BLITZ. Boom 2, Odd-Fellows' Building.
PRACTICS LIMITED TO Eye Ear and Throat Diseases. DR. BRAYTON. OFFICE-26 E. Ohio; rom 10 to 12 and 2 to 4. RESIDENCE-808 East Washington street. House telephone 1279. Office telephone 1454.

DR. E. HADLEY. OFFICE—136 North Pennsylvania street.

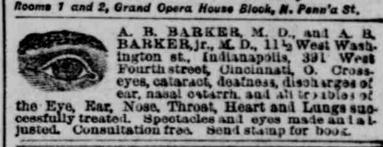
BESIDENOE—270 North Delaware street. Office hours, 8 to 9 a.m.; 2 to 3 p. m.; 7 to 8 p. m. Office : siephone, 802. House telephone, 12:5.

DR. SARAH STOCKTON. 227 NORTH DELAWARE STREET. DR. C. I. FLETCHER. RESIDENCE—870 North Meridian street.
OFFICE—369 South Meridian street.
Office Hours—9 to 10 a.m.; 2 to 4 p. m.; 7 to 4 p. m.
Telephones—Office: 907.; resed uses: \$27.

- EYE AND EAR ONLY -Has removed to No. 19 West Ohio street. Dr.J.E.Anderson Chronic and Nervous Diseases

and Diseases of Women,

Dr. F. C. HEATH,





IN LAWN FENCE. PRICES REDUCED.



Wrought-Iron Fences and Gates, Iron Fence-Posts ELLIS & HELFENBERGER, 162 to 168 South Mississippi street. DYE-HOUSES. BRILL'S STEAM DYE-WORKS. Ladies' and Gents' Clothing Cleaned, Dyed and Repaired. 36 Massachusetts avenue and 95 North Illinois street, Indianapolis.

DENTIST. E. E. REESE. 2412 East Ohio St., bet. Maridian au I Pon ..

ARCHITECTS

W.SCOTT MOORE ARCHITECT. Rooms 12, 13, 14 Blackford Block, southeast corner Washington and Meridian sts. Telephone 1305.



MACHINES RENTED. WYCKOFF, SEAMANS & BENEDICT, Tel. 451. Indianapolis House, 34 E. Market St.

OPTICIANS. LEO. LANDO. 62 EAST MARKET ST

BRASS FOUNDRY AND FINISHING SHOP, PIONEER BRASS-NORKS,

Mfrs. and Dealarsin all kinds of Brass Goods, 19277 and light Castings. Our Bearings a specialty. Repair and Job Work promptly attended to. 110 & 118 South Pennsylvania street. Telephone 515.

MILLER PRINTING CO., 72 North Delaware St TEACHER OF MUSIC. CHARLES L. LAWRENCE, TEACHER OF MUSIC. 9 a. m. to 12. 2 to 5 p. m. PROPYLEUM BUILDING.

SEALS AND STENCILS. GEOJ MAYER, SEALS, TOTAL STANDS, STENCILS, STAMPS, CATALOGUE FREE BADGES, CHECKS &C. TEL. 1386. 15 S.MERIDIAN ST. GROUND ROOK